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**A. S. WATSON & CO.,**  
LIMITED,

THE HONGKONG DISPENSARY.

## DEATHS.

At the Peak Hospital, on Sunday, May 6th,  
HENRY COOK HOWARTH, aged 31 years. [1191]  
At No. 4, Knutsford Terrace, Kowloon,  
WILLIAM ALBERTUS BAXTER, late chief officer of  
the steamer *Kailong*. Funeral will pass the  
Monument at 6 p.m. to-day. [1192]

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 7th May, 1901

CONFIRMATION OF THE RUMOUR that a majority of the Foreign Representatives at Peking are favourable to a loan to China for payment of the various indemnities was afforded in our London telegrams yesterday. Dr. MORRISON, the *Times* correspondent at Peking, telegraphs that the Foreign Ministers generally favour a loan of sixty-five millions under international guarantee. "They (presumably the Ministers) favourable to the scheme) unanimously recommend as securities the Imperial Maritime Customs and an increase of the import tariff, effective at 5 per cent." What is meant by the word "effective" we are at a loss to know; but it is at any rate perfectly clear that the hungry Ministers are ready to sanction an increase in the tariff, making it 10 per cent. *ad valorem* instead of 5 per cent. as at present. We cannot believe for one moment that the British Minister would sanction such a measure as this without exacting ample guarantees and concessions in return, for to agree to such an increase without such conditions would be absolutely suicidal. It is all very well for Powers like Russia, which possess little or no sea-borne trade with China, to agree to such a reckless proposal; they would lose little and might, in the case of Russia, even gain by some of the Chinese trade being diverted overland; but for the Powers engaged in the sea-borne trade it would mean a serious blow, altogether out of proportion to any advantage gained by prompt payment of the indemnities. Great Britain and the United States are not in such urgent want of a few millions of taels that they are ready to sacrifice their trump card for the redress of commercial grievances—the hydro-headed monster of *Leikin*; the endless barrier stations, whereat exactions are multiplied until the goods can get no farther, and the markets of the interior are hopelessly lost to them; the invention of new and illegal taxes en route, when merchandise has left the treaty port; the competition of native with the foreign-managed customs in order

to secure declaration of goods there, thus robbing foreign steamers of all chance of sharing in the carriage of produce; and the shallow and impudent devices resorted to in order to nullify the benefits looked for from the opening of the Chinese waterways to foreign navigation. We can only hope that, as they do not feel the monetary pressure, they will not join in the action of the needier and less interested foreign representatives. If supported strongly at London and Washington they will stand firm, but unfortunately both the British and American Foreign Offices are sadly wanting in grit when affairs in the Far East are concerned. They are, too, liable to yield for the sake of preserving the "concert of Powers." If they could be brought to understand that in Peking there is really no such thing as a concert, or that if there is a concert it is of the European Continental Powers against the Anglo-Saxon and Japanese, then some kind of an end might be put to the process of—to use a vulgar, but expressive phrase—"wiping our eye." It is some slight consolation to know that the *Times* will not fail to act as Mentor to the Foreign Office in London. The great London paper is well posted not only on current events but also as to the full and, we may justly add, the fatal significance of the step now proposed. That it will speak plainly we have good reason to hope, and if the warning is disregarded on some specious plea of public expediency, then it will be time to appeal to the nation to take the reins from impotent hands. Months ago the Chamber of Commerce and the various branches of the China Association pleaded for a strong British Minister at Peking. That plea was disregarded, and Sir ERNEST SATOW was suffered to remain in charge of all British interests. We do not wish to disparage or depreciate that gentleman; he is an able and a conscientious Minister, but neither by training nor by experience has he acquired the weight or the prestige necessary to enable him to cope with Chinese craft on the one hand and Muscovite subtlety on the other. If only he is properly supported by the Secretary of State all may yet be well, however, and to this end we trust that the various Chambers of Commerce in the Far East and the branches of the China Association will raise their voices in unwavering denunciation of the course proposed to be taken with regard to the indemnities. Let that be settled first; the question of the increase of the tariff should be taken in hand subsequently and free action left to the Ministers in the matter.

The occurrence within the past three days of two plague cases, ending in the death of one British resident of this Colony and the removal of another to hospital, is a matter which cannot but attract considerable attention. The fact that both cases occurred in the principal street, in the very centre of the city, lends additional gravity to the event. It seems probable (and probability is all we can expect to attain to in such a matter) that the two cases in question were due to the presence on the premises of those unpleasant vermin, rats, the dead bodies of which have been discovered in some number in the place attacked. The Government has been doing its utmost, by the offering of rewards for their capture, to keep down the number of rats in the Colony, but the task of exterminating them entirely is one which is beyond human power. It is only a little less hopeless task than the extirpation of the *anopheles* mosquito. If the Australian colonies have been absolutely unable to exterminate the rabbit, it is hopeless to expect that we or any one else can get rid of the more prolific and less accessible rat. We can keep down the quantity, and our sanitary authorities are doing this as much as possible. We cannot complain that they have neglected their duties in this respect.

But there is another point in which we think that the public has a very strong case against those who look after the health of this Colony. We have published a few letters recently with regard to the carriage through the streets of Hongkong and over the Kowloon ferry of the clothes of plague-infected people. But these letters only bear a very small proportion to the number of complaints which we have heard on the subject. At the Sanitary Board meeting yesterday Dr. CLARK promised that no more clothing should be sent across by the ferry. But another question remains. What guarantee, it may well be demanded, have we that the improperly covered baskets carried in both directions along the crowded streets are only the disinfectant clothes of the plague-sufferers? The sanitary authorities after all are ultimately responsible to the public of whose health they are the guardians. It is all very well to adopt a stoical, a Chinese attitude toward the scourge which once more threatens us. But the authorities will be extremely unwise in neglecting to take steps to avert a panic among less hardened persons than themselves. A sense that the Government is vigilantly taking every precaution that can reasonably be expected of it will do

more for the public tranquillity than any quantity of speeches. We trust that an alteration has also been made in the surveillance exercised over the coolies employed by our sanitary authorities to carry infected and disinfected clothes through our streets.

The ratifications of the commercial treaty between Spain and Japan have been exchanged at Madrid.

The *Salco*, steam tug, purchased by the Admiralty for service at Weihaiwei, was delivered at Sheerness Dockyard last month.

M. Kleimow, the former Russian Consul at Singapore, was a passenger by the *Lyon* on his way to resume his post as Russian Consul-General at Shanghai.

The Volunteer Fleet cruiser *Orel* is on its way to Vladivostok, carrying three iron railway bridges in sections and a quantity of gun carriages of a heavy pattern consigned to Port Arthur.

The return of visitors to the City Hall Library and Museum last week shows that 368 non-Chinese and 97 Chinese visited the former, and 143 non-Chinese and 1,366 Chinese the latter institution.

A report was current at the end of last month that thousands of Russian fishermen from Kamchatka are about to come over to the fishing grounds in Chishima and create a disturbance with the Japanese fishermen.

The draft of the Japanese Extradition Treaty with Holland, which is now in process of negotiation, is receiving examination at the hands of legal experts in the Department of Justice, and will subsequently be submitted to the Japanese Foreign Office for final approval.

During the 48 hours ending at noon yesterday there were reported 38 fresh cases of plague (35 Chinese, one other Asiatic, and 2 Europeans), with 37 deaths (35 Chinese, one other Asiatic, one European). The figures for last week were—93 cases, 92 deaths. There have been no cases of small-pox since Thursday last.

We have received a copy of an Eulogy on the late Queen Victoria, delivered by the President of the Geographical Society of Lisbon, Councillor F. J. Ferreira do Amaral, at a meeting of the Society on the 4th February. The speech is published in Portuguese and English. Senhor do Amaral is a former Governor of Macao and son of Governor Ferreira do Amaral, who was barbarously murdered by the Chinese at the Porta Cerco, Macao, in 1849.

A Tokyo telegram states that the Japanese authorities are making constant inquiries as to the actual transport capacity of the Siberian railway by the despatch of competent officials there. The latest report is said to mention that 725 engines are used on the railway, 117 of them being exclusively used for the conveyance of troops. The number of roofed carriages is 6,000 and of unroofed carriages there are 2,300. The number of special carriages and water tank cars is 650, being a total of 8,950 in all.

A Seoul telegram to the *Asahi* says that although Great Britain and America are not pleased with the French loan affair, it seems unlikely that they will officially protest against it to the Korean Government. There is no sufficient ground for a protest. It is understood that the Japanese Minister to Seoul has not yet lodged a protest either. A *Jiji* telegram dated Seoul, April 27th, says: "The report that the British Minister to Seoul has lodged a demand with the Korean Government for a lease of Port Hamilton has not been confirmed yet."

The *Strait Times* says of the German millionaire scientist who was killed, with his private secretary, by the cannibal islanders of the Bismarck Archipelago:—Mr. Mencke was a Hanoverian by birth, and was an old friend and school-fellow of Mr. Becker, of the local firm of Messrs. Behn Meyer & Co., with whom he was a fellow-student in Lyceum No. 1 of his native city. When he left college in 1885, his intention was to take up farming. However, he started on a tour around the world, and while he was still away from home his father died and left him heir to a property worth several millions of marks. This property consisted of sugar and glass-factories, mines, etc. The young man then took up the study of science, and, we understand, had earned the degree of professor before his 33rd year. He went on many cruises in strange waters, and as recently as July last left Hamburg on the voyage which has just terminated in so ghastly a tragedy.

The *Foochow Daily Echo* of the 27th ult. has the following items:—The Flower Show is to be held in the grounds of Messrs. H. S. Brand & Co. this afternoon.—A very successful ball was given at the Club on Monday evening by the Bachelors of Foochow. Between seventy and eighty were present, and dancing "was kept up till the small hours of the morning." An important feature of the evening was the introduction of instrumental music provided locally. By the kindness of the Viceroys some seventeen members of his native band played several of the dances with great success. The decoration of the Club and the refreshments provided for the entertainment, reflected great credit on the hosts.—News was received here late on Thursday night of the wreck of the *P. & O. Steamer Sobraon*. Full details of the damage have not reached us yet, but it is probable that she will become a total wreck. Tung Ying lies between thirty and forty miles north of Sharp Peak. It is inhabited by a large fishing population, which has already made attempts to loot the steamer.

The *Maive* has gone to join the Mediterranean Squadron as hospital ship.

H.M.S. *Undaunted*, Capt. A. C. Clarke, arrived at Plymouth on the 1st ult. from the China Station, and has been paid off.

Captain the Hon. Hedworth Lambton, on the 1st ult., succeeded Vice-Admiral Palliser in command of the Royal yacht *Victoria* and *Albert*.

The steamship *St. Jerome*, which recently cleared the harbour for Melbourne via Sydney will in future be employed in the Colonial inter-state trade.

A scheme is now on foot to pay all Government officials in Malaya a fixed sterling salary, and everybody now joining the service or getting promotion will do so subject to this proposal.

The April number of *The Indian and Eastern Engineer* contains an excellent photograph engraving of the new ship on the China station, the *Glory*. It also contains a description of Hongkong and its trade, illustrated by a picture of the harbour.

A London telegram of the 26th ult. says:—"In the Association Cup final at the Crystal Palace, Tottenham Hotspur and Sheffield United each made two goals, and will replay the match at Everton on the 27th instant. The result of the replay, it will be remembered, was a victory for the Tottenham men by three goals to one."

Advice from Victoria, B.C., dated 27th March, state that Frank Saxby, a prospector who has been around Victoria for about a year, is having a large Indian war-canoe decked over, and in company with one companion will attempt to droil the globe in it, going first to Hongkong via the Pacific Islands. The canoe is a very large one, such as British Columbian Indians use in their travels up and down the coast, and when properly handled can stand almost any kind of weather.

The latest recorded movements of the American transports running eastwards across the Pacific are the Norwegian steamer *Thyso*, which is now en route with horses and freight for the Philippines. The *Kipatrik* left San Francisco for Manila on 10th April, the *Semco* will be ready to take relief the latter end of the month, and the *Ohio*, lately rechartered, will be fitted out by the Empire Transportation Company to comply with requirements of the Trans-Pacific transport service.

The *Gazette* notifies:—Foreign Office, 1st February. The King has been graciously pleased to appoint Sir Walter Caine Hillier, K.C.M.G., to be Acting First Secretary to His Majesty's Legation at Peking. This is a style of appointment that will undoubtedly be welcomed by all connected diplomatically or politically with China. It is a return to the time when men like Sir Thomas Wade were the First Secretary and Chinese Secretary, and very distinctly the right-hand man of the Minister. Such an appointment might well be held out as a prize to the most eminent of the senior men in the British Consular Service in China. He would be the centre of the Intelligence Department of the Legation, and would naturally always attend his Minister's interviews with what was the Tung-hi Yamen, but which in future will, we trust, be the Chinese Minister for Foreign Affairs.—L. & C. Express.

The Colonial groups of the Senate and Chamber, the French Colonial Union, &c., last month gave a banquet in honour of M. Doumer, Governor-General of Indo-China, and M. Beau, the newly-appointed French Minister at Peking. The proceedings were presided over by M. Etienne, who, addressing the company, congratulated them on the complete unity of ideas of M. Doumer and Beau, the two principal representatives of France in the Far East. He eulogised the work of Jules Ferry in Indo-China. M. Doumer, in reply, said Indo-China had now a reserve fund of between seven and eight million francs. M. Beau congratulated the French nation on its enterprise and the capacity it had already shown for colonisation. Frenchmen should not limit their energy simply to the development of those Colonies, and especially of Annam and Tonkin, but they should seek to profit largely by the opening up of China to the commerce of the world.

Appropos of the discussion on Mr. John Lambert's paper on "Liquid Fuel" recently read before the members of the Engineer's Institution, we take the following from the *San Francisco Call* received this mail:—The Shipowners' and Merchants' towboat *Rescue* has gone permanently into the oil trade. The tug is being changed from a coal-burner into an oil-burner. Two tanks, capable of holding 3,000 gallons of petroleum each, have been placed on the deck amidships, and the furnaces are being changed so as to burn the oil. The tanks will contain enough fuel to run the tug six days, but should the supply give out at any time there will always be enough coal in the bunkers to carry her along for another six days. The *Rescue* will be fitted throughout with electric lights, so that the only place oil will be burned will be in the furnaces. She is the first San Francisco tug to be fitted out to use oil fuel. The tug *Falcon* has been using petroleum for some time, and the oil steamer *George Loomis* has been using it ever since she was built. Oil as fuel will mean a big saving in the running of the *Rescue*. At Ventura she can take enough aboard to carry her to San Francisco and back again. "The run down" can be made in forty-eight hours while the trip up will take sixty hours.

The death is announced of Rear-Admiral James Minchin Bruce of Worthing, aged 68, son of Admiral Sir Henry William Bruce. He was a second cousin of Sir James A. T. Bruce, the second in command of the China Station. He had no war services, and retired with the rank of captain in 1873.

The following appointments have been made at the Admiralty:—Commander T. W. Kemp, to the *Argonaut*, to date April 1. Lieutenant T. E. J. Bigg, to the *Bonaventure*, temporarily, in lieu of a sub-lieutenant, J. G. P. Ingham, to the *Bonaventure*, W. R. Alexander, to the *Isis*, temporarily, in lieu of a sub-lieutenant, to date April 1. T. E. J. Bigg, to the *Talbot*, undated.

The despatch of Russian troops to the Far East continues. The drafting of reinforcements from Odessa has gone on unostentatiously, but none the less steadily, for the last three years, and those who think, states the *Odessa correspondent of the Times*, that the fresh additions to Russia's strength there, merely counterbalance the withdrawal of men sent back to European Russia on the completion of their term of compulsory service are very wide of the mark.

Apart from Biserta and other Mediterranean stations, which are intended to get the mastery over the Gibraltar and Malta routes, says the *Engineer*, the French are creating three formidable bases on the Cape route to India and the extreme East. The first of these is Dakar, in Senegal, for which a fresh grant of £10,560,000 has been made. The second basis is at Diego-Sauros, in Madagascar, which commands the routes between the Cape and India. Diego-Sauros is becoming the most formidable naval station in the Indian Ocean, and is likely to be a perpetual menace to South Africa. The works at Saigon, for which a further sum of £3,000,000 has been voted, are carried out for the protection of the Indo-Chinese possessions, and affording a basis for the ships of war which will operate in the Chinese seas.

## CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents.

## MISSIONARIES IN CHINA.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Mr. C. V. L. has not admitted that when "Messrs. Oport and Jenkins, the originators of the expedition (to the graves of the Korean kings), came under the shadow of the law, a very discreet silence was maintained as to particulars of the expedition." He heard afterwards that they intended to break the coffin with dynamite. I am not sure if that explosive was then known in this country. It was invented in 1867 at Hamburg by Nobel. If they had employed it, the loud detonation would be fatal to the secrecy of the expedition. I have named the authority for affirming that the plot was planned by a missionary, for pious purposes, of course, to enlighten the benighted Koreans. It is evident that one missionary alone, or a few of them, could not carry it out. It needed many associates. There are often different varieties of a case which could only be ascertained by those who have various means of verifying it. I could name an eminent scholar formerly Envoy Extraordinary and Minister Plenipotentiary in China, who in one of his books published in 1888 denounced missionaries for their arrogance and interference in Chinese affairs. "Sir Robert Hart has lately pointed out that the Chinese were highly irritated by the behaviour of some missionaries. It was reported that Herr Von Brandt, the late German representative at Peking, expressed identical opinion. Several consuls told their friends that it is not merchants that take up most of their time, but missionaries, who on the slightest provocation or pretext lay complaints at consulates. They are what Horace would call *irritabile genus*. An astute Chinese statesman once declared that of the two evils, opium and missionaries, he could not say which was the worse. Mr. C. V. L. is angry because many people are always blaming missionaries. It appears that in his blind faith in them and in his endeavour to defend them, he draws from my remarks unwarrantable inferences, and most absurd conclusions. I never denied that missionaries are doing some useful work; but they are prone to pick up quarrels. They have established hospitals and for very small charges patients are treated there most skilfully and kindly. The poor are admitted gratis, but they do not work for pure philanthropy. They try to convert the patients to their own peculiar sects. Chinese are so tolerant that they do not object to contribute towards such institutions. The antagonism amongst the natives of different Christian sects is growing bitter. I saw a few days ago in your paper a description of another fight in a Southern province between Roman Catholics and Protestants. The Chinese authorities had to send troops to preserve order. I do not ignore that missionaries constitute a force and are very mighty, and for this reason they must be controlled. They strive to create an *imperium in imperio*. As far as changes wrought by missionaries from Moses to Joseph Smith, this is the characteristic of all great religions. It is also obvious that all great religions aim at improving mankind. I am for liberty of conscience and the freedom of the press, and could not therefore have proposed suppression of missionaries. What I suggested was that they should not enjoy of social protection. I have stated that a venerable bishop holds the same view. Modern missionaries constitute the chief stumbling block to the propagation of Christianity. They do not follow faithfully the doctrine of Jesus. In studying the contemporary history of China, in order to find out the cause of serious political complications, the student probably will not err if he apply this rule: *heretics are missionaries*.—Yours, etc.,

## OCCASIONAL CORRESPONDENT.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## GENERAL NEWS.

London, 6th May, 1901.

## AMERICAN ENTERPRISE AT MANILA.

It is reported that it is the intention of the United States to establish a naval station at Subig Bay. The dry docks will cost \$1,000,000, and the workshops and machinery an additional \$4,000,000.

## REUTER'S SERVICE.

London, 6th May.

## FRANCE AND RUSSIA.

M. Delcasse stated, at a Cabinet Council, that perfect agreement prevailed between the French and Russian Governments on all questions interesting both nations.

## THE SUGAR TAX.

Sir Michael Hicks-Beach, replying to a deputation of workers, said that it was impossible to withdraw the Sugar duty, which was the most important part of the budget.

## MINISTERIAL CRISIS IN PRUSSIA.

A Ministerial crisis has occurred in Prussia owing to Conservative and Agrarian opposition to the Emperor's annual address. The Ministers of Finance, Commerce, and Agriculture have resigned. The Kaiser has closed the Diet.

## THE STRANDED "SOBRAON."

Capt. F. D. Goddard, of the firm of Messrs Goddard and Douglas, marine surveyors, arrived from the scene of the wreck of the *P. & O. Steamer Sobraon* yesterday by H.M.S. *Hermione*, which left Tung Yung Island on the 5th inst.

Capt. Goddard states that he found conditions changed for the worse, and he thought that all chances of saving the vessel were very remote indeed. Pumps were tried in position in the stoke-hole and were fixed on the 3rd and 4th inst., but made no impression whatever in this compartment. The water, Captain Goddard says, rises to the spar-deck on the starboard side of the vessel at high water. Capt. Goddard concluded by saying that, considering the *Sobraon's* position, jammed as she is between the rocks, in his opinion the vessel cannot be saved.

Mr. H. A. Ritchie was in receipt of a telegram bearing out the remarks made by Capt. Goddard, and stating that the conditions were not so favourable as heretofore, but operations were still being carried on, and it was impossible to say at present what would become of the steamer. The position of affairs was most discouraging.

## SPECIAL MEETING OF THE SANITARY BOARD.

A special meeting of the Sanitary Board was held yesterday afternoon to consider a report by the Medical Officer of Health regarding an outbreak of foot-and-mouth disease and the Slego Train case at Kowloon. The Hon. W. Chubb (Acting Director of Public Works) presided, and there were also present Dr. J. Bell, Acting Principal Civil Medical Officer; Mr. A. W. Brown, Registrar General; Dr. F. W. Clark, Medical Officer of Health; and Mr. G. A. Woodcock, Secretary.

The CHAIRMAN read the following report from Dr. Clark:—"I have the honour to report the occurrence of two cases of foot-and-mouth disease in the Slego Train bullock lines at Gm Club Hill, Kowloon. There are 39 bullocks in these lines, and the infected animals were isolated, and the diseased was recognised, and as the animals are all in the open it is possible that the disease may spread. The remainder of the herd will be carefully examined daily, and any animals showing suspicious symptoms will be isolated at once. I find that the animals are watered at a trough beside the Briggate Works, and to reach this they have to traverse Austin Road. I suggest that the Government be asked to instruct the Public Works Department to stop any water pipe to within the bullock lines, so that the animals might be kept off the public road. The drinking troughs will be thoroughly disinfected with formalin solution. It is necessary for the Board to decide the lines infected, but it will not be necessary to post watchmen. The Board should also, I think, prohibit the grazing of cattle in British Kowloon anywhere to the south of a line drawn from Mong-kok-tai to To-kwa-wan. This can be done under section 7 of Ordinance 17 of 1897." The CHAIRMAN added:—"That was dated the 21st inst., and to-day Dr. Clark states there are no further cases reported. The PARANET proposed that the area be declared infected."

Dr. BEAN seconded the proposal and agreed to it.

On the motion of Dr. BEAN, seconded by Dr. CLARK, it was decided to request the Government to lay on water to the bullock lines.

It was further agreed on the motion of Dr. CLARK, to serve a notice in writing on all cattle-owners in British Kowloon to the effect that no grazing would be allowed anywhere south of a line drawn from Mong-kok-tai to To-kwa-wan.

This business having been concluded the PARANET moved the suspension of the standing orders, and in doing so emphatically contradicted certain statements that had been made to the effect that plague cases from Yau-mai, Tsimshatsui, Kowloon City and Hungshom, and even from the more remote parts of the Kowloon Peninsula, are all brought to Hongkong, the majority of them in the public ferry launches. These statements contained not one word of truth. As a matter of fact the boats had their own boats, in which sick and dead were placed, and the boat was towed by a police pinner to Kennedy Town Hospital. It was advisable that the public mind should not be alarmed, and accordingly took that opportunity of making the contradiction.

Dr. CLARK regretted to say that two baskets of infected clothing had been sent over by a Star Ferry launch, and the explanation he received was that it was a mistake on the part of a foreman, who took it upon himself to send over this clothing in the quickest possible way. Clothing was frequently sent over the launches in order to disinfect it, but that there should be no mistake in the future, the practice had been stopped. There was no danger, but it was best to run no risks.

This was all the business.







## NEW ADVERTISEMENTS

**WANTED AT ONCE** by a Young Person a SITUATION as NURSE to a Child, or Maid to a Lady. Good Needlewoman and reference. Apply to—

Care of Daily Press Office.  
Hongkong, 7th May, 1901. [1188]

**POSTPONEMENT.**  
**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW AMOY AND TAMSUI.**  
The Company's Steamship.

**"HAILOONG."**  
Captain Bathurst, will be despatched for the above ports TO-MORROW, the 8th inst., at DAYLIGHT.  
For Freight or Passage, apply to  
**DOUGLAS LAPEL & CO.,**  
General Managers.  
Hongkong, 6th May, 1901. [1187]

**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

**FOR MANILA.**  
The Company's Steamship.

**"ESMERALDA."**  
Captain G. T. Black, will be despatched as above on FRIDAY, the 10th inst., at 5 P.M.  
This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.  
A Doctor is carried.  
For Freight or Passage, apply to  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 7th May, 1901. [1189]

**PUBLIC AUCTION.**

**THE** Underigned has received instructions to Sell by Public Auction, on  
**SATURDAY,**  
the 11th May, 1901, at 2 P.M., at his Sales Rooms, Duddell Street,  
**A FINE COLLECTION OF CHINESE CURIOS,**

Consisting—  
**BLUE and WHITE HAWTHORN JARS, 1 COLOURED VASES and JARS, SANGRE BEUR-VASES, RED, BLUE and OTHERWISE DECORATED VASES, JARS and BOWLS, PEKING SNUFF BOTTLES, JADE ORNAMENTS.**

**A FINE LOT OF BRONZES** of various designs and a quantity of EMBROIDERIES. Terms—Cash on delivery.  
On View from Thursday, 6th May, 1901.  
Catalogues will be issued.  
**GEO. P. LAMBERT,**  
Auctioneer.  
Hongkong, 7th May, 1901. [1190]

**NAVIGAZIONE GENERALE ITALIANA**  
(FLORIO & RUBATTINI UNITED COMPANIES).

**NOTICE TO CONSIGNEES.**

**FROM BOMBAY AND SINGAPORE.**  
The Steamship

**"BISAGNO."**  
having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th inst., will be subject to rent.

Bills of Lading will be countersigned by **CARLOWITZ & CO.,**  
Agents.  
Hongkong, 6th May, 1901. [7]

**STEAMSHIP "LAOS."**  
**COMPAGNIE DES MESSAGERIES MARITIMES.**

**NOTICE.**

**CONSIGNEES** of Cargo from London, ex s.s. Memphis, in connection with above Steamer, are hereby informed that their Goods and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M., TO-DAY, the 6th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned, Goods remaining unloaded after MONDAY, the 13th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 13th inst., or they will not be recognised. All damaged packages will be examined on MONDAY, the 13th inst., at 3 P.M.  
No Fire Insurance has been effected.  
**G. DE CHAMPEAUX,**  
Agent.  
Hongkong, 6th May, 1901. [2]

**A. LING & CO.,**  
**FURNITURE STORE.**

**PLATED-GLASS & CROCKERY WARE.**  
Also FOOCHOW LACQUERED WARE.

**FURNITURE ON HIRE.**  
13, BEACONSFIELD ARCADE.  
Hongkong, 1st May, 1901. [1145]

**LAUNCHES FOR SALE.**

**TWO** are—Length, 62 feet over all; Breadth, 11 feet 6 inches; Depth, 6 feet 6 inches; Compound Surface Condensing Engine, 8 inches by 16 inches; Boiler, 6 by 7; Stroke, 12 inches; Working Pressure, 125 lbs.  
**ONE** is—Length, 67 feet over all; Breadth, 12 feet 6 inches; Depth, 6 feet 6 inches; Compound Surface Condensing Engine, 9 inches by 18 inches; Boiler, 6 by 7; Working Pressure, 125 lbs.

The above Three Launches were built in Hongkong, October 1899, under the Superintendence of Captain F. D. Goddard, Marine Surveyor.  
Plans and Specifications of the same can be seen.  
Please apply to—  
**TUNG TAI & CO.,**  
Engineers and Shipbuilders, &c.,  
23, Praya East, Wanchai.  
Hongkong, 14th April, 1901. [1021-2783]

## ENTERTAINMENT

## THEATRE ROYAL.

**UNDER** the Direction of Mr. ROBERT BROWN.  
Representative—Mr. ALLAN HAMILTON.

**LAST TWO NIGHTS**  
**OF THE**  
**BROUGH COMEDY CO.**  
**BROUGH COMEDY CO.**  
**TO-NIGHT (TUESDAY), May 7th**  
(One Night only).  
**"A VILLAGE PRIEST"**

**A Drama in Five Acts, by SYDNEY GAUNDY.**  
**TO-MORROW (WEDNESDAY), May 8th,**  
**LAST NIGHT OF THE SEASON.**  
**"NIOBE"**

**A Mythological Farce in Three Acts, by H. & E. PAULSON.**  
Prices—3s, 2s and 1s. Box Plans at the ROBINSON PIANO CO. Late Trams 15 minutes after Performances.  
Doors open 8.30; Curtain 9; Carriages 11.30.  
Hongkong, 6th May, 1901. [1185]

**OLD IRON.**—A Gentleman who thoroughly understands the Old Iron trade in England having been constantly engaged in same for about 18 years, shipping to China, through the various London and other Merchants, can command the control of large Parcels, of all descriptions, is open for an engagement, either to act in England or otherwise; for a responsible House. Highest references. Good Salary required. Address in first instance—**F. 44, c/o R. J. BARRETT, 10, Old Broad Street London, England.** [1985]

**NOTICE.**

**WE**, the undersigned, hereby notify the public that the large farm, locally known as the TAI SHANG WAI, on the East Shore of Deer Bay, near the village of CHUK UN, between the villages of KAM T'IN and SAN T'IN, is the lawful property of the TANG FAMILY who have been in possession for upwards of 200 years, and that unless the written consent of the TANG FAMILY is given, the public are warned against all impostors who are eager to Sell, Lease, or Mortgage the Property clandestinely without the knowledge of the Lawful Owners.

**TANG TING IU** 鄧廷耀  
**TANG WAN TAI** 鄧運泰  
**TANG TIM SHUI** 鄧添瑞  
**TANG HUNG YING** 鄧洪英  
**TANG SHU TAI** 鄧兆太  
**TANG MUN KWAI** 鄧滿桂  
Hongkong, 6th May, 1901. [1184]

**CARMICHAEL & BARLOW,**  
CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS,  
QUEEN'S BUILDINGS.

**DESIGNS** and Specifications prepared for any class of Steamships, Launches and light-draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, "CELESTE," Hongkong. Telephone, 232.  
**H. F. CARMICHAEL,**  
**B. J. BARLOW.**  
Hongkong 1st June, 1899.

**FOR SALE.**

**RURAL BUILDING LOT 103, BARKER ROAD.**

**HUMPHREYS ESTATE AND FINANCE CO. LIMITED.**  
Hongkong, 31st January, 1901.

**RUINART PERE & FILS, BEIMS**  
Established 1719.  
**CHAMPAGNE GROWERS AND SHIPPERS.**  
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO. Sole Agents.  
Hongkong, 17th May, 1899. [152]

**NEW MUSICAL PUBLICATIONS.**  
MAESTRO A. CATTANEO.

**GRAND MASS** (with Organ Accep).  
No. 1 ALBUM (3 Songs, English & Italian).  
No. 2 ALBUM (3 Songs).  
The "LILLY" Waltz and "ELIZA" Waltz.  
**NEW FEATURE.**  
Pocket Edition of Pianoforte Music: including MARCH dedicated to Hongkong Volunteers and POLKA to Peak Residents.  
To be had of all MUSIC DEALERS. [1078-2]

**MITSUI BUSSAN KAISHA**  
No. 6, Ice House Street, Praya Central.  
Head Office—Tokyo.  
Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

**AGENTS**—  
Mikito Coal Mines,  
Kanada Coal Mines,  
Hokoku Coal Mines,  
Tagawa Coal Mines,  
Ida Coal Mines,  
Yanokibara Coal Mines,  
Sonoda Coal Mines,  
Fukuno Coal Mines,  
Yoshinotani Coal Mines,  
Ohnura Coal Mines,  
No. 1, Ohnura Coal Mines,  
Ichinura Coal Mines,  
Kishima Coal Mines,  
Yoshio Coal Mines,  
Yamano Coal Mines,  
Manoura Coal Mines,  
The Osaka Shosen Kaisha, Limited,  
Tokyo Marine Insurance Co., Limited,  
Meiji Fire Insurance Co., Limited,  
Kanagatani Cotton Spinning Mills,  
Shanghai Cotton Spinning Mills,  
Tokyo Cotton Spinning Mills,  
Mikito Cement Company,  
Onoda Cement Company,  
Imperial Government Paper Mills,  
**MITSUI BUSSAN KAISHA,**  
**M. FUJISE, Manager.**

**TO LET.**

**"RAVENSHILL EAST."**  
Apply to—  
**DEACON & HASTINGS.**  
Hongkong, 24th April, 1901. [1095]

**OFFICES TO LET.**

**2ND FLOORS** of Nos. 62 and 64, and GROUND FLOOR No. 68, QUEEN'S ROAD CENTRAL.  
Apply to—  
**ON CHAI & CO.,**  
2nd Floor No. 52, Gage Street.  
Hongkong, 16th January, 1901. [234]

**No. 2, CAMERON VILLAS, THE PEAK.**  
**TO LET, FURNISHED, from Middle of July to Middle of September.**  
Apply to—  
**H. W. BIRD,**  
Messrs. Palmer & Turner.  
Hongkong, 4th May, 1901. [1171]

**TO LET.**

**UPPER FLOOR** of HOUSE No. 166, QUEEN'S ROAD EAST.  
Apply to—  
**N. MODY & CO.**  
Hongkong, 6th May, 1901. [1181]

**TO LET.**

**NOS. 2 & 5, RICHMOND TERRACE—**  
Immediate Possession.  
Apply to—  
**LAU CHU PAK,**  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 2nd April, 1901. [612]

**TO LET.**

**"RICHMOND HOUSE," 11, ROBINSON ROAD.** Possession from May 1st.  
Apply to—  
**L. T. M.,**  
Care of Office of this Paper.  
Hongkong, 2nd April, 1901. [1079]

**TO LET.**

**A HOUSE** in RIFON TERRACE.  
**HOUSES** at LIGHTON HILL.  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 2nd May, 1901. [66]

**TO LET.**

**TWO** very spacious and well ventilated TWO-STORIED EUROPEAN RESIDENCES with GARDENS and TENNIS LAWNS, each containing 6 ROOMS, BATHROOMS and OUTHOUSES, in MACDONNELL ROAD, on Island Lot No. 1,509.  
Apply to—  
**TANG LAP TING,**  
No. 18, Queen Street, Hongkong, or to  
**MOK MAN CHEUNG,**  
Butterfield & Swire.  
Hongkong, 19th March, 1901. [1083]

**TO LET.**

**GODOWN** in DUDDELL STREET from 1st June.  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 1st May, 1901. [1143]

**TO LET.**

**UNFURNISHED**, from 1st June, No. 18, BELLIOS TERRACE.  
**FURNISHED**, with Immediate Possession, The EYRIE, PEAK.  
For Particulars, apply to—  
**R. C. WILCOX,**  
8, Beaconfield Arcade.  
Hongkong, 1st May, 1901. [1149]

**TO LET.**

**POSSESSION APRIL 1st.**  
**No. 1, STEWART TERRACE.**  
Apply to—  
**J. W. NOBLE.**  
Hongkong, 6th March, 1901. [661]

**TO LET.**

**WITH IMMEDIATE POSSESSION.**  
**No. 9, SEYMOUR ROAD.**  
Apply to—  
**S. B.,**  
Care of Daily Press Office.  
Hongkong, 14th March, 1901. [740]

## TO LET

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**"RAVENSHILL EAST."**  
Apply to—  
**DEACON & HASTINGS.**  
Hongkong, 24th April, 1901. [1095]

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**2ND FLOORS** of Nos. 62 and 64, and GROUND FLOOR No. 68, QUEEN'S ROAD CENTRAL.  
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2nd Floor No. 52, Gage Street.  
Hongkong, 16th January, 1901. [234]

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Apply to—  
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Messrs. Palmer & Turner.  
Hongkong, 4th May, 1901. [1171]

**TO LET.**

**UPPER FLOOR** of HOUSE No. 166, QUEEN'S ROAD EAST.  
Apply to—  
**N. MODY & CO.**  
Hongkong, 6th May, 1901. [1181]

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Immediate Possession.  
Apply to—  
**LAU CHU PAK,**  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 2nd April, 1901. [612]

**TO LET.**

**"RICHMOND HOUSE," 11, ROBINSON ROAD.** Possession from May 1st.  
Apply to—  
**L. T. M.,**  
Care of Office of this Paper.  
Hongkong, 2nd April, 1901. [1079]

**TO LET.**

**A HOUSE** in RIFON TERRACE.  
**HOUSES** at LIGHTON HILL.  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 2nd May, 1901. [66]

**TO LET.**

**TWO** very spacious and well ventilated TWO-STORIED EUROPEAN RESIDENCES with GARDENS and TENNIS LAWNS, each containing 6 ROOMS, BATHROOMS and OUTHOUSES, in MACDONNELL ROAD, on Island Lot No. 1,509.  
Apply to—  
**TANG LAP TING,**  
No. 18, Queen Street, Hongkong, or to  
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Butterfield & Swire.  
Hongkong, 19th March, 1901. [1083]

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Hongkong, 1st May, 1901. [1143]

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Hongkong, 1st May, 1901. [1149]

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**POSSESSION APRIL 1st.**  
**No. 1, STEWART TERRACE.**  
Apply to—  
**J. W. NOBLE.**  
Hongkong, 6th March, 1901. [661]

**TO LET.**

**WITH IMMEDIATE POSSESSION.**  
**No. 9, SEYMOUR ROAD.**  
Apply to—  
**S. B.,**  
Care of Daily Press Office.  
Hongkong, 14th March, 1901. [740]

**TO LET.**

**HOUSE** at MOUNT KELLET SPUR, now in occupation of H. MATHESON BROWN, Esq.  
Apply to—  
**LINSTEAD & DAVIS.**  
Hongkong, 27th March, 1901. [876]

**TO LET.**

**A VERY** spacious and well-ventilated EUROPEAN HOUSE with a GARDEN and TENNIS LAWN, No. 37, ROBINSON ROAD, known as "FERNSIDE," containing 6 ROOMS, BATH ROOM and OUTHOUSES. Possession from 1st June, 1901.  
Apply to—  
**TAM TSE KONG,**  
42, Bonham Strand West.  
Hongkong, 13th April, 1901. [1008]

**TO LET.**

**(From 1st April next).**

**TWO SPACIOUS GODOWNS**, with UPPER FLOORS for Dry Goods, Nos. 1 and 2, facing the Sea, and Situated at BELCHER'S BAY on M. Lot 243.  
Apply to—  
**JOSEPH & CO.,**  
1, Duddell Street.  
Hongkong, 26th March, 1901. [865]

**BOARD AND RESIDENCE.**

**MRS. GILLANDERS**  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th September, 1900. [869]

**BOARD AND RESIDENCE.**

**COMFORTABLY FURNISHED**  
**ROOMS**, with Board.  
Apply to Mrs. MATHER,  
3, Pedder's Hill.  
Hongkong, 1st January, 1899.

**BOARD AND RESIDENCE.**

**MRS. SIDNEY JEFFREY.**  
BRANCH ROAD WEST,  
FELIXSTOWE, SUFFOLK,  
ENGLAND.  
Hongkong, 22nd August, 1900. [73]

**AUCTIONS.**

**PUBLIC AUCTION.**

**THE** Underigned has received instructions to Sell by Public Auction, on  
**TO-DAY (TUESDAY),**  
the 7th May, 1901, at 2.30 P.M., at his Sales Rooms, Queen's Road,  
**SUNDAY HOUSEHOLD FURNITURE, CROCKERY GLASS and PLATED WARE, CARPETS and RUGS, CAMERA, TYPEWRITER, LADIES' and GENTS' BICYCLES, THREE COTTAGE PIANOS,**  
&c., &c., &c.  
TERMS OF SALE—As Customary.  
**V. I. REMEDIOS,**  
Auctioneer.  
Hongkong, 4th May, 1901. [1172]

**PUBLIC AUCTION.**

**THE** Underigned, have been instructed to Sell by Public Auction, under Bill of Sale, on  
**SATURDAY,**  
the 11th May next,  
Off the Yau-mai Police Station, where she now lies, the  
**PASSENGER STEAM LAUNCH "NAM CHOW,"**  
Built in 1899.  
For further Particulars, Terms and Conditions of Sale, apply to—  
**HUGHES & HUGHES,**  
Auctioneers.  
Hongkong, 30th April, 1901. [1140]

**PUBLIC COMPANIES**

**THE YANGTSE INSURANCE ASSOCIATION, LD.**

**NOTICE TO SHAREHOLDERS.**

**A** DIVIDEND at the rate of Twenty per cent, being Twelve Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Tuels at Exchange 73 at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Corporation, Shanghai, on and after this date to Shareholders of record on the 13th April, 1901.  
By Order of the Board of Directors,  
**W. S. JACKSON,**  
Secretary.  
Shanghai, 24th April, 1901. [1160]

**UNION INSURANCE SOCIETY OF CANTON, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**A** N INTERIM BONUS of Twenty per Cent, upon Contributions for the year 1900, has been declared.  
Warrants will be issued on the 1st May.  
By Order of the Board.  
**W. J. SAUNDERS,**  
Secretary.  
Hongkong, 19th April, 1901. [1062]

**CANDIDATES** for POLICE in NAVAL YARD REQUIRED. Must be of Good Character and British Birth, between 25 and 35 years of age.  
Apply with Papers to—  
**COMMANDEE,**  
**H. M. Naval Yard.**  
Hongkong, 25th April, 1901. [1106]

**MESSIAH** REQUIRED for the GUN ROOM, H.M.S. "GLORY," applications should be made to the MESS PRESIDENT, Number of Officers in the Mess average from twenty-five to thirty.  
Hongkong, 6th May, 1901. [1179]

**HONGKONG HOTEL COMPANY, LIMITED.**

**A** CTING SECRETARY WANTED for Six months from 1st July, 1901. Liberal terms to suitable man.  
Apply by letter to  
**C. MOONEY,**  
Secretary.  
Hongkong, 3rd May, 1901. [1161]

**WANTED.**

**BY** a YOUNG MAN, EVENING WORK, whether in the line of Bookkeeping, Revising of Accounts, Typewriting or General Office work. Hours—5.30 to 8 o'clock.  
Apply to—  
**M. A. C.,**  
Care of Office of this Paper.  
Hongkong, 6th February, 1901. [425]

**THE BRITISH NORTH BORNEO CO.**

**A** PPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 26th January, 1901. [330]

**NOTICE.**

**TENDERS** are hereby called for the ERECTION of BLICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, particulars of which may be seen at the Office of  
**Messrs. GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 14th February, 1901. [508]

**NOW READY.**

**POLITICAL OBSTACLES**  
TO  
**MISSIONARY SUCCESS IN CHINA.**

**A LECTURE**  
BY **ALEXANDER MICHIE.**  
PRICE 25 CENTS CASH  
On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents.  
Hongkong, 20th April, 1901. [1072]

## BOARD AND RESIDENCE

## MRS. SIDNEY JEFFREY.

BRANCH ROAD WEST,  
FELIXSTOWE, SUFFOLK,  
ENGLAND.  
Hongkong, 22nd August, 1900. [73]

**AUCTIONS.**

**PUBLIC AUCTION.**

**THE** Underigned has received instructions to Sell by Public Auction, on  
**TO-DAY (TUESDAY),**  
the 7th May, 1901, at 2.30 P.M., at his Sales Rooms, Queen's Road,  
**SUNDAY HOUSEHOLD FURNITURE, CROCKERY GLASS and PLATED WARE**



HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING

**"DAILY PRESS" OFFICE.**  
The only office in China having European  
"taught workmen." Equal to Home Work.

## BUILDERS

**KANG ON.**  
Contractor, 30, D'Aguias Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged, Estimates given.

## CHEMISTS, DRUGGISTS, &amp;c.

**THE PHARMACY.**  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

**THE VICTORIA DISPENSARY.**  
Chemists and Druggists, High-class Aerated  
Waters, Dealers in Photography  
Regulates, Queen's Road.

## FURNITURE WAREHOUSEMEN

**A. CHEE & CO., Established 1859.**  
Every Household Requisites, Depot for  
Eastman's Kodak Films and Accessories;  
17a, Queen's Road Central.

## JEWELLER

**MAISON LEVY HERMANOS.**  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Iloilo.

## PHOTOGRAPHERS

**A. FONG.**  
The largest and most complete Studio in  
Hongkong. Established 1859. Views,  
Enlargements, Ivory Miniatures, Oil  
Paintings, &c.; 100 House Street.

**NEE CHEUNG.**  
100 House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc.; Devel-  
opment Works, Amateurs' Requisites.

**M. MUMBY, JAPANESE ARTIST.**  
Bumbe and Crayon Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 5A, Queen's  
Road Central.

**H. YERA.**  
Japanese Photographer, 14, Beaconsfield  
Avenue, Queen's Road Cl. also Wanchai  
Amateurs' Requisites a Specialty.

## PRINTING

**"DAILY PRESS" OFFICE.**  
Proofs read by Englishmen.

## STOREKEEPERS

**F. BLACKHEAD & CO.**  
Navy Contractors, Shipchandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

**BISMARCK & CO.**  
Navy Contractors, Ship Chandeliers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

**KWONG SANG & CO.**  
Shipchandlers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 144, Des Vaux Road.

**MORE & SEIMUND.**  
43 and 45, Des Vaux Road, Shipchandlers,  
Sailmakers, Hardware, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners' Commission ("Grey-  
hound Brand") and Blundell,  
Spence & Co.'s Commission.

## TAILORS

**R. HAUGHTON & CO.**  
Naval Military and Court, 18, Queen's Road,  
Opposite Kuhn's Curio Store.

## TOBACCONISTS

**D. S. DADY BURJOE, "Los Filipinos."**  
Importer of the Best Manila Cigars; 25,  
Pottinger Street.

## WATCHMAKERS

**DROZ & CO.**  
10, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

## QUAN WAH &amp; CO.

**ITALIAN MARBLE AND GRANITE  
MONUMENTS.**  
DESIGNS & PRICES ON APPLICATION  
At No. 1, Queen's Road East, Hongkong  
Hongkong, 17th October, 1899. [104]

## OREGON LUMBER.

**THE UNDERSIGNED, being closely connected  
with the leading MILLS at PORT-  
LAND and PUGET SOUND, are always pre-  
pared to book orders for any specifications at  
LOWEST RATES.**

**SIEMSEN & CO.**  
Hongkong, 14th February, 1901. [50]

**POHOOMULL BROTHERS**  
57 & 59, QUEEN'S ROAD CENTRAL,  
WHOLESALE AND RETAIL  
IMPORTERS AND EXPORTERS,  
Have for Sale

**INDIAN, Chinese and Japanese Silk Goods**  
for Ladies and Gentlemen, and other Articles.  
Oriental Embroidery, Rugs and Carpets,  
Jewelry, Cashmere Shawls, Ivory, Sandalwood  
and Tortoiseshell Wares, Curiosities and Fancy  
Goods.

**INSURANCE IS SOLICITED.**  
Hongkong, 8th November, 1900. [27]

## AMERICAN MACHINERY.

**WE HAVE OPENED A MACHINERY  
DEPARTMENT, and are prepared to  
Furnish Prices, &c., on STEAM ENGINES,  
GAS and OIL ENGINES, BOILERS,  
PUMPS, LATHES, DRILL PRESSES,  
PLANES, PNEUMATIC TOOLS, WOOD  
WORKING MACHINERY, HOISTING  
MACHINERY, SAW MILLS, MACHIN-  
ERY, SMALL TOOLS, BUILDERS'  
HARDWARE, &c.**

**BEUTLER, BROCKELMANN & CO.,**  
Hongkong, 3rd December, 1900. [125]

## LATE TELEGRAMS.

## NEWS VIA CRYLOS.

## THE WAR IN SOUTH AFRICA.

London, 18th April.  
**TRANSVAAL AND THE COST OF THE WAR.**  
In the House of Commons this evening, Sir  
Michael Hicks-Beach read portions of a pre-  
liminary report from Sir David Barbour show-  
ing that it is useless to expect an early con-  
tribution from the Transvaal towards the war;  
but we should keep its indebtedness in mind.  
Sir M. Hicks-Beach said that he had so ar-  
ranged the borrowings that a Transvaal Loan  
could be used to redeem warrent bonds. The  
war had cost, so far, 151 millions sterling.

London, 19th April.  
**RECTOR MACDONALD APPOINTED TO HIGH  
INDIAN COMMAND.**  
Sir Hector Macdonald has been appointed to  
the command of the Afghan Frontier. General  
Hart replaces him in South Africa.

**DISTINCTIONS FOR COL. LUMSDEN.**  
Colonel Lumsden has been gazetted as C. B.  
Major Chamney, Captain C. M. G. Rutherford  
and Lieut. Fugh, all of Lumsden's Horse, get  
the D.S.O.

**ADDITIONAL DUTCH EDITORS.**  
Mr. Malan, the editor of the Dutch paper  
*Ons Land*, has been sentenced to a year's im-  
prisonment for libelling British Generals. Two  
other Dutch editors have been sentenced to six  
months' imprisonment.

**PRINCIPAL WAR HONOURS—IMMENSE LIST.**  
The London Gazette contains an immense  
list of war honours for services up to the 29th  
November, comprising decorations in the Bath,  
St. Michael and St. George, and the Distin-  
guished Service Order, promotions and awards  
for distinguished conduct, and appointments  
as the King's Aide-de-Camp. The following  
are the most notable among the honours:

**G.C.B.'S.**—General Sir H. Brackenbury,  
K.C.B., K.C.S.I., and General Sir C. M. Clarke,  
Bart., K.C.B. (President of the Army Sanitary  
Committee) receive Grand Crosses of the Bath.  
**K.C.B.'S.**—General C. Tucker, C.B., Gen.  
Lord Methuen, K.C.V.O., C.B., C.M.G., General  
R. Polo-Carew, C.B., General H. T. J. Hildyard,  
C.B., General Ian Hamilton, C.B., D.S.O., General  
Hector A. Macdonald, C.B., D.S.O., A.D.C.,  
General H. E. Settle, C.B., D.S.O., General J.  
D. P. French, General William G. Knox, C.B.,  
and General Charles E. Knox are made Knight  
Commanders of the Bath.

**G.C.M.G.'S and K.C.M.G.'S.**—General Sir  
Redvers Buller, C.B., K.C.M.G., Lord Kitchener,  
C.B., K.C.M.G., General Sir F. W. B. F.  
Forester-Walker, K.C.B., C.M.G., and General  
Sir George White, C.B., K.C.S.I., G.C.I.E.,  
receive Grand Crosses of St. Michael and St.  
George, and General Sir H. H. L. Barclay,  
K.C.B., C.M.G., D.S.O., General Sir C. F. Clarke,  
K.C.B., General G. T. Pretyman, C.B., and  
Colonel E. P. C. Gironard, D.S.O., are made  
Knight Commanders of St. Michael and St.  
George.

London, April 20th.  
**THE WHITE FLAG.**  
Mr. St. John Brodrick, replying to questions  
in the House of Commons, mentioned the names  
of the Lieutenant and Corporal of the Yeomanry  
who raised the white flag at Lindley, and said  
the Army Order mentioned on the 12th instant  
was not retrospective.

**GENERAL COLVILLE'S PARADES DEPARTURE.**  
General Colville's Paradeband, Respected to  
Lord Roberts, Mr. Brodrick said, was found  
yesterday morning after a search. He regretted  
the previous inaccurate statement that the  
band did not affect General Colville's later  
career.

**TACTICS IN SOUTHERN TRANSVAAL.**  
Operations have begun in Bethel and Ermelo  
districts with the view of preventing the Boers  
from breaking north to Bushveldt.

London, April 22nd.  
**GENERAL FRENCH NEEDS REST.**  
General French's head-quarters have returned  
to Johannesburg. General French is slightly  
indisposed, and has been recommended to take  
a short rest.

**SURRENDER OF A COMMANDO.**  
The Boersburg commando of 100 men, with  
waggon and rifle, has surrendered near Mid-  
delburg. Lord Kitchener telegraphs that  
different columns have captured 24 more pri-  
soners, 243 rifles, some ammunition waggons,  
and carts.

Alhambra, April 19th.  
**FULL SUMMARY OF LORD ROBERTS'  
DESPATCH.**  
A Pioneer special telegram, dated London,  
the 11th April, says:

Besides those already called "Lord Roberts  
in his despatch, emphasises the following offi-  
cers who have distinguished themselves:—  
For communications—Lieut.-General Sir F.  
W. E. F. Forester-Walker, Colonel J. K.  
Trotter and Major H. J. D. Cane; Dis-  
embarkations—Colonel A. G. Chichester;  
Army Services corps—Colonel J. D. Richardson  
and Colonel E. J. G. Ward, the latter  
rendering services of immense value in Ledy-  
smith's Telegraphs;—Lieut.-Colonel R. L. Hip-  
pissley, who handled 2½ millions of messages,  
some containing 4,000 words; Postal service—  
Colonel J. G. Green; Ordnance—Colonel A. F.  
Noel Clarke, Army Ordnance Department;  
Paymaster Colonel W. Wade; Signalling—  
Major T. E. O'Leary, Royal Irish Fusiliers.

Lord Roberts specially extols the Indian  
Veterinary Field Hospitals, which were per-  
fectly staffed and equipped; and also the val-  
uable remount officers from India, and Dhanji-  
bhoy's useful gifts of ambulance wagons.

He thinks Sir Godfrey Logden for his work  
in Basutoland; mentions General Ian Hamil-  
ton as possessing exceptional qualifications;  
and commends Viscount Down's tact and  
judgment. He adds that Colonels Wood and  
Cowan and Captain Waterfield show consid-  
erable promise.

The Duke of Westminster, the Earl of Kerry,  
and other Aides-de-Camp are also mentioned.  
The Commander-in-Chief deeply deplores the  
loss of Major Laing, an officer of great merit;  
of Prince Christian Victor, whose courtesy was  
unfailing; of Col. Legge, a capable and gallant  
officer; and of Col. Le Gallais, who had  
rendered brilliant services and showed brilliant  
promise.

He praises Capt. C. H. Gough, I.S.C., and  
A. G. Maxwell, I.S.C., for their excellent camp  
arrangements; Major W. R. Edwards, I.M.S.,  
for his medical control at headquarters; Lord  
Stanley, for his valuable work as Secretary;  
Col. Sir H. S. Rawlinson, of the Coldstream  
Guards, for his readiness and topographical  
knowledge; Major C. V. Hume, of the Royal  
Artillery; Major R. M. V. Poore, of the 7th  
Hussars; and Brigadier-General E. O. F.  
Hamilton, of the Royal West Surrey Regi-  
ment.

Sir George White was mainly responsible for  
saving Natal and for the gallant defence of  
Ledy-Smith; and Lord Roberts regrets that ill-  
health prevented Sir George taking a conspicu-  
ous part in the later operations.

The Commander-in-Chief highly extols Gen-  
erals Tucker, Rundle, Barton, Pretymann, Polo-  
Carew, Kelly, Campbell, Boyes, and Baden-  
Powell for their gallantry and organising  
powers; General Hunter, for his great soldierly  
qualities and war experience; General Kelly-  
Kenny, for his high military instincts; Col.

Charles Knox, for his sound strategy, and also  
Col. W. Knox and Col. Hutton; Colonels  
Settle, Marshall, Arthur Paget, Clements, J.  
Maxwell, and Douglas for their unbounded  
energy; General Hector Macdonald, for his  
resolution and energy in the thankless task of  
pacifying the Orange River Colony; Generals  
Stephenson, Broadwood, and Smith-Dorrien, for  
their exceptional aptitude and resources; Gen-  
eral Brabant, the leader; Lord Chesham,  
Colonels Dartnall, Cunningham, Mahon and  
Remington, for their scouting; Colonel Plumer,  
for good administration; Colonel Spens, of the  
Shropshire Light Infantry, Colonel Alderson,  
of the Royal West Kent Regiment, Colonel  
Piloher, of the Bedfordshire, and Colonel H.  
L. Dawson, of the Indian Staff Corps, com-  
manded Mounted Infantry with credit; Cap-  
tain (Lieut.-Col.) H. de B. de Laide and  
Major Ross, both of the Durham Light In-  
fantry; Capt. Knight, R. G. T. Hainbridge, of  
the Buffs; Major C. J. Mackenzie, of the Sea-  
forth Highlanders, and Major G. J. Young-  
husband, I.S.C., showed great capacity and  
ability.

The following are also mentioned:—  
Colonel Dickson, Colonel Harry Cooper, Col-  
onel George E. Harley, Colonel the Earl of  
Eroll; Colonel the Hon. John S. Napier,  
Colonel Frank Rhodes, and many others; Lieut-  
Colonels P. F. Rivett-Carnac, Dalrymple-  
Hamilton, Lord Edmund Talbot and fifty  
others; Majors Armstrong, W. Blair and fifty  
others; Capt. Knight, Camilleri, Patterson,  
Cobbe, McConaghy, L. Maxwell, all of the  
Indian Staff Corps, Prince Alexander of Teck,  
Lord Loch, Viscount Milton, the Duke of  
Marlborough and 40 others; 70 Medical Officers;  
dozen Chaplains; and an endless list of Col-  
onials.

In a lengthy report on field transport, Gen-  
eral Sir G. W. Nicholson, Colonels Baulby  
and Wickham, and Major Furse are mentioned,  
and Lord Roberts also speaks of the excellence  
of Jood's Indian contrivances, and of the ani-  
mals generally.

**THE BUDGET DEBATE.**  
London, 19th April.  
**SPECIAL OBJECTION TO COAL DUTY.**  
In the debate in the House of Commons on  
the Budget, criticism was directed chiefly to the  
coal duty as a revenue to protection. Some  
members regretted that there was no differential  
treatment in favour of colonial sugar.

The resolution imposing the Sugar Duty was  
adopted by 183 votes against 122, and for im-  
posing the Export Duty on coal by 171  
against 137.

**ASSETS OF THE TRANSVAAL.**  
During debate, Sir Wm. Harcourt said that  
the Budget was characterised by honesty and  
truth; but he criticised details, notably the  
export duty on coal. He dwelt on the neces-  
sarily enormous expenditure on the resettlement  
of the new colonies.

Sir M. Hicks-Beach, in reply, declined that  
he and Mr. Chamberlain would do their best to  
obtain whatever was possible from the valuable  
assets of the Transvaal, particularly minerals.

**FREE CRITICISMS—DUTY ON WHEAT.**  
The Conservative papers consider that the  
field of taxation might have been extended be-  
yond coal and sugar, the *Morning Post* sug-  
gesting a duty on wheat. Apart from this, the  
Budget statement is generally eulogised as bold  
and statesmanlike.

**INDIAN TEA.**  
The Chancellor of the Exchequer, in his  
speech, thus referred to tea:—Tea is already  
taxed 75 per cent. of its value, and is the pro-  
duce, mainly, of India and Ceylon. It is a  
crop in which our two fellow-subjects at home  
and abroad are deeply interested; and the  
trade, largely owing to over-production, is by  
no means in a satisfactory condition.

London, 21st April.  
**ACTION BY GHIBALT CHAMBER OF  
COMMERCE.**  
The Ghibalt Chamber of Commerce has  
memorialised Mr. Chamberlain not to enforce  
the export duty on coal sent to colonial coal-  
ing stations.

London, 18th April.  
**OGADEN SOMALI EXPEDITION.**  
The Ogaden Somali Expedition has reached  
Ookur. Tribesmen continually opp. to the ad-  
vance, and fighting has taken place at several  
points. On the 5th instant the enemy were  
repulsed, villages burned and crops destroyed.

Bombay, 19th April.  
**BOERS IN INDIA AND CRYLOS.**  
Transport *Harvard*, *Cadiz*, with Boer pri-  
soners for Almhagar, is expected to arrive at  
Prince's Dock, Bombay, on Wednesday after-  
noon next. Military preparations are being  
made, and the dock will be closed to the public.  
London, 21st April.

Two Boer prisoners in Ceylon have applied  
for their families to be allowed to join them as  
they like the country and wish to settle there  
permanently.

London, 20th April.  
**AMERICA CUP CHALLENGER LAUSCH.**  
Sir Thomas Lipton's new yacht *Shamrock II*  
was launched at Dartmouth today. There  
was a brilliant assemblage to witness it. The  
Marchioness of Dufferin christened the yacht.

**THE MAD MULLAH.**  
The Mad Mullah is now at Lussidra. It is  
stated that his followers number 40,000, includ-  
ing 8,000 horsemen, and that he recently obtained  
large supplies of ammunition from an unknown  
source. Colonel Swaine and headquarters  
arrive at Barua to-morrow. Rain is falling,  
and a general advance will be made directly  
there is sufficient grass.

London, 22nd April.  
A Times despatch from Hiri dated the 11th  
instant, says that the Mad Mullah has retreat-  
ed to Dollohi, before the Abyssinians, who  
captured one thousand camels, ponies and sheep.  
The British are advancing on Dollohi.

London, 21st April.  
**POPULATION PROBLEM IN GREAT BRITAIN.**  
The first census returns in England show  
that the population of Glasgow has increased  
by 19,165. The villages in Somersetshire show  
immense decrease, proving that the rural  
population still hovers to the edges.

**RELIGIOUS HOUSES IN PORTUGAL.**  
Stringent decrees have been issued in Por-  
tugal practically secularising the religious  
houses, of which seven have already been closed  
and the occupants expelled.

**CHINA—PUNJABI'S STIFF FIGHT.**  
London, 21st April.  
A company of the 4th Punjab has had a severe  
engagement with a thousand bandits near  
Funing-fu. Major Browning and one Sepoy  
were killed. Reinforcements have been sent.  
London, 22nd April.

The 4th Punjab were sent from Shanghai  
kwan to disperse robbers in the vicinity of  
Funing-fu. After the fight the Punjab re-  
treated on Funing-fu.

**WEST AFRICAN DESERTERS—TWELVE SHOT.**  
London, 22nd April.  
The remainder of the deserters from the  
West African Regiment have been captured by

the Central African Regiment and a force of  
Navals. One dozen were shot and 127 sur-  
rendered.

**IRISH M. P. GETS SIX MONTHS.**  
London, 22nd April.  
Mr. Patrick McHugh, M.P. for North  
Leitrim, has been sentenced to six months' im-  
prisonment as a first-class misdemeanour for  
seditious libel in his newspaper the *Sligo Cham-  
pion* in commenting on an agrarian trial.

**MISSIONARY TRAGEDY IN NEW GUINEA.**  
London, 22nd April.  
The missionaries to Myin, Messrs. Tomkins  
and Chalmers, and many converts have been  
massacred at the mouth of the Fly River in  
New Guinea.

**OBITUARY.**  
London, 22nd April.  
The deaths are announced of the Right Rev.  
William Stubbs, Bishop of Oxford, and of Dr.  
Tanner, Member for Mid Cork.

**NOTICE OF FIRM.**  
**NOTICE.**  
FROM THIS Day we have Authorised M<sup>r</sup>.  
G. BRUSSE to SIGN our Firm FOR  
PACIFICATION.

**HOTZ, S'JACOB & CO.**  
Hongkong, 4th May, 1901. [1180]

**EYE-SIGHT.**  
M<sup>r</sup>. N. LAZARUS,  
Oculist-Optician, of London and Calcutta,  
may be consulted for SPECTACLES at  
16, Queen's Road Central  
(R. HUGHESON & CO.)  
(Nearly opposite the HONGKONG HOTEL).  
Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of catarrhs and diseases  
affecting those advancing in life occur to  
those having some deficiency in the construction  
of the eyes—the many years of "Eye Strain"  
ending in serious forms of disease. Glasses  
specially adapted in youth to those requiring  
them save and preserve the sight.

Constantly recurring headaches, spells of  
dizziness when reading, weak eyes, the letters  
running together; any of these symptoms indi-  
cate a deficiency in the form of the eye requir-  
ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTA-  
CLES only after testing the sight.  
ADVISE FREE. [77]

**THE CHINA AND JAPAN  
TELEPHONE CO., LD.**  
HONGKONG EXCHANGE.  
OPEN DAY AND NIGHT.  
SUBSCRIPTIONS:—  
EXCHANGE LINES,  
880 Per Annum.  
PRIVATE LINES,  
8100 Per Annum.  
NO CHARGE FOR INSTALLATION.

**THE H.A.L. Steamship**  
"AMBRIA,"  
Captain Duckett, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 5 p.m.,  
TO-DAY.  
Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf, and Godown Company,  
Limited, and stored at Consignees' risk and  
expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 11th May will be subject  
to rent.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 11th May, at 3 p.m.  
No Fire Insurance has been effected.  
HAMBURG-AMERICA LINE,  
Hongkong Office.

**NOTICE TO CONSIGNEES.**  
"GLEN" LINE OF STEAMERS.  
FROM NEW YORK.  
THE Steamship  
"GLENGARRY"  
having arrived from the above ports, Consignees  
of Cargo by her are hereby informed that their  
goods are being landed at their risk into the  
Godowns of the Hongkong & Kowloon Wharf  
and Godown Co., Limited, at Kowloon, where  
each consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.  
Goods not cleared by the 8th instant will  
be subject to rent.  
No Fire Insurance will be effected.  
All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the steamer's arrival, after  
which no claims will be recognised.  
MCGREGOR BROS. & GOW,  
Hongkong, 2nd May, 1901. [1159]

**THE HONGKONG TEAM WATER  
BOAT COMPANY, LIMITED.**  
THE above Company is prepared to supply  
the shipping in Hongkong with PURE  
and FILTERED WATER both for deck and  
boilers.  
Call Flag W.  
J. W. KEW,  
Manager,  
20, Des Vaux Road.  
Hongkong, 18th December, 1900. [3133]

**ONE SECOND-HAND  
HOE NEWSPAPER  
PRINTING  
MACHINE.**  
PRINTING A SHEET 27 BY 40  
INCHES.  
THIS Machine is in good condition, and  
is being sold, as it has been replaced with a  
Larger and Quicker Machine.  
Apply—  
MANAGER,  
Hongkong Daily Press Office.  
Hongkong, 1st April, 1901. [915]

**BAILEY & MURPHY.**  
CONSULTING ENGINEERS AND  
SURVEYORS.  
60 & 62, DES VEAUX ROAD.  
Telephone No. 187. Telegrams "Contract."  
W. S. BAILEY, M.I. MECH. E.  
E. O. MURPHY, WH. SC. A.M.I. MECH. E.  
Hongkong, 4th January, 1901. [132]

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## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BALLABAT	Brit. str.	—	C. T. Denny, R.N.R.	P. & O. S. N. Co.	On 11th inst. at Noon
LONDON	ANTHONY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
MARSEILLES & LONDON	CALCHAS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
LIVERPOOL DIRECT	CANTON	Brit. str.	—	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 18th inst.
BREMEN, VIA PORTS OF CALL	ULINER	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
MARSEILLES, LONDON & ANTWERP, V. S. TORRE, &c.	PRINZ HEINRICH	Ger. str.	—	R. Helms	MELCHERS & CO.	On 18th inst. at Noon
HAYRE & HAMBURG	AWA MARU	Jap. str.	—	N. Trent	NIPPON YUSEN KAISHA	On 17th inst. at Daylight
HAYRE & HAMBURG	SUEVIA	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On 21st inst.
TRIESTE, &c., VIA PORTS OF CALL	SEGROVIA	Ger. str.	—	Poerck	HAMBURG-AMERIKA LINIE	On 31st inst.
NEW YORK VIA PORTS & SUEZ CANAL	WITTENBERG	Ger. str.	—	Hempel	—	On 10th June
NEW YORK VIA SUEZ CANAL	GISELA	Ang. str.	—	Mosca	SANDER, WIELERS & CO.	On 15th inst. P.M.
VANCOUVER, VIA SHANGHAI, &c.	PERDENE	Brit. str.	—	Ostermann	DODWELL & CO. LIMITED	On 16th inst.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	ASTORIA	Ger. str.	—	H. Pylus, R.N.R.	CARLOWITZ & CO.	On or about 10th inst.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	H. Mowat, R.N.R.	CANADIAN PACIFIC R. CO.	On 15th inst.
PORTLAND (OR)	ATHENIAN	Brit. str.	—	F. J. Horton	CANADIAN PACIFIC R. CO.	On or about 24th inst.
SAN FRANCISCO VIA AMOY, &c.	KINSHU MARU	Brit. str.	—	A. Dixon	NIPPON YUSEN KAISHA	On 11th inst. at 4 P.M.
SAN FRANCISCO VIA SHANGHAI, &c.	KNIGHT COMPANION	Brit. str.	—	—	DODWELL & CO. LIMITED	On 17th inst.
SAN DIEGO, &c., VIA MOJI, &c.	GAILIC	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 15th inst.
AUSTRALIAN PORTS	HONGKONG MARU	Jap. str.	—	—	U. & O. S. S. Co.	On 16th inst. at Noon
KOBE & YOKOHAMA	CARLISLE CITY	Brit. str.	—	—	TOYO KISEN KAISHA	On or about 12th inst.
KOBE & YOKOHAMA	GUTHRIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th inst. at 5 P.M.
KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	G. Anderson	GIBB, LIVINGSTON & CO.	On 24th inst. at 4 P.M.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 10th inst. at Daylight
KOBE & YOKOHAMA	CHANGSHA	Brit. str.	—	J. B. Macmillan	BUTTERFIELD & SWIRE	On 10th inst.
KOBE & YOKOHAMA	WAKASA MARU	Jap. str.	—	N. Tate	NIPPON YUSEN KAISHA	On 24th inst. at Daylight
KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 21st inst. at Noon
KOBE & YOKOHAMA	MIKE MARU	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day
SHANGHAI	WHAMPOA	Brit. str.	—	C. C. Talbot	P. & O. S. N. Co.	To-day, at Noon
SHANGHAI & JAPAN	BENGAL	Brit. str.	—	S. Barham	P. & O. S. N. Co.	On or about 10th inst.
FOOCHOW VIA SWATOW & AMOY	ANTING MARU	Jap. str.	—	S. Atsumi	MIKUNI BUSSEN KAISHA	To-morrow, at Daylight
SWATOW, AMOY & TAMSUI	HAIDONG	Brit. str.	—	Bathurst	DOUGLAS LARBAKE & CO.	To-morrow, at Daylight
SWATOW, AMOY & TAIWAN	AKASHI MARU	Jap. str.	—	K. Sugami	MIKUNI BUSSEN KAISHA	On 15th inst. at Daylight
TAMSUI VIA SWATOW & AMOY	DAIWIN MARU	Jap. str.	—	T. Ogata	MIKUNI BUSSEN KAISHA	On 13th inst.
MANILA	PELIA	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.	To-day, at 5 P.M.
MANILA	SUNGKIAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th inst.
MANILA	ESMERALDA	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 10th inst. at 5 P.M.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—	J. G. Oliffant	DAVID SASSOON, SONS & CO.	On 9th inst. at 3 P.M.
SINGAPORE, PENANG & BOMBAY	BIAGNO	Brit. str.	—	P. Brusson	CARLOWITZ & CO.	On 11th inst. at Noon
BOMBAY, VIA SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 24th inst. at Noon

## SHIPPING.

## ARRIVALS.

May 5, Tsurutan Maru, Japanese str., 2560, I. Narasaki, Moji 30th April, Coal.—M. B. KAISHA.

May 6, Guthrie, British str., 2388, W. G. McArthur, Kobe 30th April, General.—GIBB, LIVINGSTON & CO.

May 6, Canton, British str., 1110, Lawrence, Canton 3th May, General.—JARDINE, MATHESON & CO.

May 6, Choyang, British str., 1194, Fowler, Canton 3th May, General.—JARDINE, MATHESON & CO.

May 6, China, German str., 1116, P. Voss, Newchwang 28th April and Chafoo 30th, General.—E. A. TRADING CO. LD.

May 6, Clavelon, British str., 2085, Parker, New York 6th March, Case Oil.—ORDER.

May 6, Dussottar, British str., 2274, Mackenzie, Bordeaux 17th March, General.—DODWELL & CO. LD.

May 6, Kachidate Maru, Jap. str., 2472, S. Fujiki, Kutchinotsu 1st May, Coal.—M. B. KAISHA.

May 6, Esang, British str., 1127, Tamplin, Canton 3th May, General.—JARDINE, MATHESON & CO.

May 6, Hkionk, British str., 4369, Cummings, Tung Yung Island 5th May.

May 6, Michael Jensen, German str., 710, J. Jensen, Haiphong 2nd May and Hoihow 5th, Rice and Sundries.—JESSEN & CO.

May 6, Flaudria, German str., 2040, Drews, Shanghai 3rd May, General.—SIEMSEN & CO.

May 6, Hailan, French str., 377, M. Morlew, Pakhol and Huihow 5th May, General.—A. B. MARY.

May 6, Sulaburg, German str., 782, J. Jensen, Chafoo 29th April, General.—SIEMSEN & CO.

May 6, Whampoa, British str., 1109, Laver, Canton 6th May, General.—BUTTERFIELD & SWIRE.

## CLEARANCES.

AT THE HANDE MASTER'S OFFICE.

6th May.

Glenard, British str., for Hankow.

Glenard, British str., for Kutchinotsu.

Kaifong, British str., for Hoihow.

Taiyo Maru, Japanese str., for Canton.

Amrita, German str., for Yokohama.

Canton, British str., for Shanghai.

Chilli, British str., for Shanghai.

## DEPARTURES.

May 5, Glenard, British str., for Kobe.

May 5, Clara, German str., for Hoihow.

May 5, Alister, Austrian str., for Moji.

May 5, Ula, British str., for Cebu.

May 6, Laos, French str., for Shanghai.

May 6, Yarra, French str., for Europe.

May 6, Ariel, Norwegian str., for Canton.

May 6, Fushun, British str., for Canton.

May 6, China, British str., for Shanghai.

May 6, Lindula, British str., for Amoy.

May 6, Canton, British str., for Shanghai.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—U.S.S. Benington, Lung Tung, Hanchow, Compagnie de Filippine, Sze, Burnside, Argue, Athenian, Hongkong, Zaire, Centurion, Nanhang, Dragon.

COSMOPOLITAN DOCK.—Colonies, Petriana.

## SHIPPING REPORTS.

The German steamer Flaudria, from Shanghai 3rd May, had light wind down to Hoihow, thence light wind and clear, the weather to port.

The British steamer Guthrie, from Kobe 30th April, had thick fog with light variable winds and smooth sea with much rain throughout the passage.

## VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA (FLORENCE AND RAVENNA UNITED COMPANIES).

## STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also YATZE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

## THE Steamship

"BISAGNO," Captain P. Brusson, will be despatched as above on SATURDAY, the 11th May, at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 7th May, 1901.

## VESSELS ON THE BERTH

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

## "PELIA"

Captain R. W. Almond, will be despatched as above TO-DAY, the 7th May, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 4th May, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR FOOCHOW VIA SWATOW AND AMOY.

## THE Company's Steamship

## "ANPING MARU"

Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 8th May, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSEN KAISHA, Agents.

Hongkong, 3th April, 1901.

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

## "CATHERINE APCAR"

Captain J. G. Oliffant, will be despatched for the above ports on THURSDAY, the 9th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.

Hongkong, 6th May, 1901.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

## (Calling at PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, (TASMANIA, &amp;c.)

## THE Steamship

## "GUTHRIE"

Captain McArthur, will be despatched for the above ports on THURSDAY, the 9th of May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th April, 1901.

## REGULAR STEAMSHIP SERVICE TO NEW YORK

## VIA PORTS AND SUEZ CANAL.

## PROPOSED SAILINGS FROM HONGKONG.

## "PERDENE" ... 10th May

## "AFRIDI" ... 24th May

## "HILLGLEN" ... 14th June

## "LOWTHER CASTLE" ... 30th June

## "HEATHBURN" ... About 17th July.

## Calling at MANILA and Cebu.

## For Freight and further information, apply to DODWELL &amp; CO. LD., Agents.

## HONGKONG, 6th May, 1901.

## [3291]

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

## (HAMBURG-AMERIKA LINIE—HAMBURG.)

## FOR NEW YORK VIA SUEZ CANAL.

## The full-powered Steamship

## "ASTORIA"

## Captain Ostermann, will be despatched for the above port on or about 16th May.

## For Freight, apply to CARLOWITZ &amp; CO., Agents.

## HONGKONG, 2nd May, 1901.

## [1018]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

## FOR STEAMERS TO SAIL ON

## REMARKS.

## SHANGHAI AND JAPAN

## PAN ... 7th May

## Freight or Passage.

## LONDON, &amp;c.

## C. T. Denny ... 11th May

## See Special Advertisement.

## SHANGHAI

## BENGAL ... About 10th May

## Freight or Passage.

## MARSEILLES AND CANTON

## C. F. Lockstone, R.N.R. ... About 15th May

## Freight or Passage.

## For Further Particulars, apply to

## H. A. RITCHIE, Superintendent.

## Hongkong, 24th April, 1901.

## [1]

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

## STEAMERS.

## DESTINATIONS.

## SAILING DATES.

## HITACHI MARU ... KOBE and YOKOHAMA ... FRIDAY, 10th May, at DAYLIGHT.

## KINSHU MARU ... VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE, MOJI and YOKOHAMA ... SATURDAY, 11th May, at 4 P.M.

## AWA MARU ... MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO &amp; PORT SAID ... FRIDAY, 17th May, at DAYLIGHT.

## MIKE MARU ... MOJI, KOBE and YOKOHAMA ... TUESDAY, 21st May, at NOON.

## WAKASA MARU ... KOBE and YOKOHAMA ... FRIDAY, 24th May, at DAYLIGHT.

## ROSETTA MARU ... NAGASAKI, KOBE and YOKOHAMA ... FRIDAY, 24th May, at NOON.

## HIROSHIMA MARU ... BOMBAY, VIA SINGAPORE and COLOMBO ... FRIDAY, 24th May, at NOON.

## KASUGA MARU ... SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, CANTON and BRISBANE ... FRIDAY, 24th May, at 4 P.M.

## Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

## For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

## A. S. MIHARA, Manager.

## Hongkong, 29th April, 1901.

## [13]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER-DIENST.

## (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

## STEAMERS.

## DESTINATIONS.

## SAILING DATES.

## SUEVIA ... HAYRE &amp; HAMBURG ... { On 21st May } Freight.

## SEGROVIA ... HAYRE &amp; HAMBURG ... { On 31st May } Freight.

## WITTENBERG ... HAYRE &amp; HAMBURG ... { On 10th June } Freight.

## For further particulars, apply to

## HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

## Hongkong, 30th April, 1901.

## [1051]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

## THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE VIA CANADA

## AND THE UNITED STATES.

## CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA, B.C., &amp;c.

## SAFETY. SPEED. PUNCTUALITY.

## Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 18 knots.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

## "EMPEROR OF JAPAN" Comdr. H. Pylus, R.N.R. ... WEDNESDAY, 14th May, 1901.

## "EMPEROR OF CHINA" Comdr. B. Archibald, R.N.R. ... WEDNESDAY, 21st June, 1901.

## "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 26th June, 1901.

## THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey.

## make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

## Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.

## SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

## The attractive features of this Company's route embrace the PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

## THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

## SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAN" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:—

"ATHENIAN" ... 3,822 Tons, Comdr. H. Mowat ... About 24th May.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Saloon Passenger accommodation, these Steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the time between YOKOHAMA and VANCOUVER in 14 days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. M. BROWN, General Agent, Pender's Street.

Hongkong, 27th April, 1901.

[10]

## IMPERIAL GERMAN MAIL

## LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

## STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

## PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

## LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

## STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

## N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

## STEAMERS.

## SAILING DATES.

## PRINZ HEINRICH ... WEDNESDAY, 15th May.

## PREUSSEN ... WEDNESDAY, 15th May.

## HAMBURG (Hamburg-Amerika Linie) ... THURSDAY, 16th May.

## SACHSEN ... THURSD



VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MACHAON"	On 9th May.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th May.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 28th May.

FOR	STEAMERS	TO SAIL
LONDON	"ANTENOR"	On 14th May.
LONDON	"CALCHAS"	On 28th May.
LIVERPOOL	"PYREHUS"	On 10th May.
LIVERPOOL, DIRECT	"ULYSSES"	On 18th May.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	On 7th May.
MANILA	"SUNGKANG"	On 9th May.
Kobe and YOKOHAMA	"CHANGSHA"	On 10th May.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS. O. S. S. Co.

Hongkong, 4th May, 1901.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
"ATATIA, CONTINENTAL AND AMERICAN"  
PORTS.

## THE Steamship

"BALIARAT"  
Captain C. T. Denny, R.N., carrying His Majesty's Mails, will be despatched from this for Marseilles and London without transshipment on SATURDAY, the 11th May, at Noon, taking passengers and cargo for the above ports.

All Cargo for Marseilles and London will be conveyed direct without transshipment.  
Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 29th April, 1901.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

In connection with the  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO.  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.  
THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "GABRIEL CITY" About 12th May.  
S.S. "BETHEA KING" About 10th June.

THE Steamship "CARLEISLE CITY" will  
be despatched for SAN DIEGO and  
SAN FRANCISCO VIA MOJI, KOBE and  
YOKOHAMA on or about 12th May.

Through Bills of Lading issued to any point  
in the United States.

Cargo will be received on board until 5 p.m.  
the day previous to sailing. Parcel Packages  
will be received at the Office until the same  
time. All parcels should be marked to address  
in full. Value of same is required.

Consular invoices to accompany Cargo despatched  
to points beyond San Diego, should be sent  
to the Company's Office, addressed to the  
Collector of Customs, San Diego.

For further information as to Freight or  
Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 30th April, 1901.

THE OSAKA SHOSHEN KAISHA,  
LIMITED.FOR TAMSUI VIA SWATOW AND  
AMOY.

THE Company's Steamship

"DAIWIN MARU,"

Captain T. Ogata, will be despatched for the  
above ports on SUNDAY, the 12th instant.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 6th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION  
COMPANY.

STEAM FOR  
SINGAPORE, PENANG, RANGOON,  
COLOMBO, ADEN, SUETZ PORT,  
SAID, FRIEDLAND, TRIESTE.

(Taking Cargo at through rates to the Brazils,  
to SOUTH AFRICA, RED SEA, BLACK  
SEA, LEVANT, VENICE and  
ADRIATIC PORTS)

THE Company's Steamship

"GISELA"

Captain Moses, will be despatched as above on  
WEDNESDAY, the 16th May, P.M.

For information as to Passage and Freight,  
apply to  
SANDER, WIELER & CO.,  
Agents.

Hongkong, 25th April, 1901.

VESSELS ON THE BERTH  
U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. ORIENTAL &amp; OCCIDENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	TUESDAY, 7th May, at Noon.
"CHINA"	SATURDAY, 25th May, at Noon.
"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.

THE O. & O. Co.'s Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 7th inst., at Noon, taking Freight for Japan, United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, RIO GRANDE and NORTHERN and PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and to European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 6th May, 1901.

THE OSAKA SHOSHEN KAISHA,  
LIMITED.FOR SWATOW, AMOY, AND  
TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Suzuki, will be despatched for the  
above ports on WEDNESDAY, the 15th  
May, at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 1st May, 1901.

PORTLAND AND ASIATIC STEAM-  
SHIP COMPANY.

Agents for and in connection with  
OREGON RAILROAD AND NAVI-  
GATION COMPANY

operating the New First Class Steamships  
"INDRAVELL," "INDRAPURA,"  
"KNIGHT COMPANION"

between HONGKONG and PORTLAND  
(OR) calling at SHANGHAI, NAGASAKI,  
MOJI, KOBE and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION"

will be despatched for Portland (Or.) on  
WEDNESDAY, the 15th May, 1901.

Through Bills of Lading issued to Pacific  
Coast Ports and all Eastern, Canadian and  
United States Ports.

For through rates of Freight and further  
information communicate with or apply to  
ALLAN CAMERON,  
General Agent,  
or to  
SHEWAN, TOMES & CO.,  
Hongkong, 2nd May, 1901.

## NATAL LINE OF STEAMERS.

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Hongkong, 4th August, 1897.

## HONGKONG.

Amelia, German str., 2,383, Dackstein, May 4.

Siemens str., 2,383, Dackstein, May 4.

Anping Maru, Jap. str., 1,058, Atsumi, May 5.

Mitsui Bussan Kaisha.

Athenian, British str., 2,444, Mowat, April 8.

C. P. R. Co.

Benledi, British steamer, 1,433, Clark, May 3.

Hughes & Hough.

Bismago, Italian str., 1,510, Pietro, May 5.

Carlowitz & Co.

Shanghai, British str., 1,021, Moore, May 5.  
Butterfield & Swire.  
Talsan, British str., 1,122, Stovell, May 5.  
Bradley & Co.  
Tajima Maru, Jap. str., 763, Kakimi, May 4.  
Chinsee.  
Triton, German str., 1,033, Clausen, May 5.  
Chinese.  
Tsurugisan Maru, Jap. str., 2,560, Narasaki,  
May 6, M. B. Kaisha.  
Whampoa, British str., 1,109, Laver, April 27.  
Butterfield & Swire.  
Wulu, British steamer, 1,300, Robb, May 4.  
Butterfield & Swire.

HIS BRITANNIC MAJESTY'S SHIPS  
IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,  
3,000 h.p., Comdr. C. G. F. M. Craddock, at  
Shanghai.  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,  
Comdr. E. D. Hunt, at Hongkong.  
Arethusa, cruiser, 4,300 tons, 10 guns, 5,000  
h.p., Captain J. Startin, at Hongkong.  
Argonaut, battleship, 11,900 tons, 16 guns,  
Capt. G. H. Cluett, R.N., at Woonung.  
Astraea, cruiser, 4,360 tons, 10 guns, 9,000 h.p.,  
Captain Alfred W. Paget, C.M.G., at  
Shanghai.  
Aurora, cruiser, 5,600 tons, 12 guns, 5,500 h.p.,  
Capt. E. H. Barry, C.B., at Tung Yung Idd.  
Barfleur, battleship, 10,500 tons, 14 guns, 13,400  
h.p., Capt. G. J. S. Warrender, at Woonung.  
Blenheim, 1st class cruiser, 9,000 tons, 12 guns,  
21,411 h.p., Capt. F. H. Henderson, C.M.G.,  
at Woonung.  
Bonaventure, cruiser, 4,360 tons, 18 guns, 9,000  
h.p., Capt. J. C. Saurle, at Taku.  
Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B.  
R. S. Wey, Bart., at Shanghai.  
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p.,  
Lieut. Comdr. Philip Walter, at Weihaiwei.  
Centurion, flagship, 10,500 tons, 14 guns, 13,400  
h.p., Capt. J. R. Jellicoe, C.B., at Hongkong.  
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p.,  
Comdr. C. Winnington-Ingram, at Hankow.  
Dido, cruiser, 2nd class, 5,600 tons, 11 guns,  
9,000 h.p., Capt. P. F. Tildard, at Woonung.  
Endymion, cruiser, 7,350 tons, 12 guns, 10,000  
h.p., Captain G. A. Callaghan, C.B., at  
Shanghai.  
Esk, gunboat, 363 tons, 3 guns, 300 h.p., Lieut.  
Comdr. W. F. Blunt, at Shanghai.  
Fama, torpedo-boat destroyer, 360 tons, 6 guns,  
5,700 h.p., Lieut. Comdr. Chas. P. Mausel,  
at Hongkong.  
Firebrand, gunboat, 455 tons, 4 guns, 390 h.p.,  
in reserve, at Canton.  
Glory, battleship, 12,950 tons, Comdr. Frederick  
S. Lightfield, at Hongkong.  
Goliath, battleship, 12,950 tons, 16 guns, 13,500  
h.p., Capt. Lewis E. Wintz, at Shanghai.  
Handy, torpedo-boat destroyer, 260 tons, 8 guns,  
4,000 h.p., Lieut. and Comdr. G. H. Holden,  
at Hongkong.  
Hart, torpedo-boat destroyer, 230 tons, 6 guns,  
4,000 h.p., Lieut. Comdr. J. U. Farie, at  
Shanghai.  
Hermione, cruiser, 4,360 tons, 10 guns, 9,000  
h.p., Capt. E. S. D. Cumming, at Hongkong.  
Humber, storeship, 1,540 tons, Comdr. H. J.  
Dawson, at Shanghai.  
Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600  
h.p., Capt. G. M. Henderson, at Shanghai.  
Janus, torpedo-boat destroyer, Lieut. and Comdr.  
R. G. Corbett, at Hongkong.  
Linnets, gun-boat, 755 tons, 6 guns, 870 h.p.,  
Comdr. W. W. Sargy, at Singapore.  
Lisard, gunboat, 715 tons, 6 guns, 1,000 h.p.,  
Lieut. John C. Watson, at Hongkong.  
Ocean, battleship, Hon. A. G. Curzon Howe, at  
Woonung.  
Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p.,  
Capt. J. H. T. Burke, C.B., at Woonung.  
Otter, torpedo-boat destroyer, Lieut. and Comdr.  
H. D. Wilkin, D.S.O., at Shanghai.  
Peacock, gunboat, 775 tons, 6 guns, 1,200 h.p.,  
Lieut. Comdr. C. P. R. Coode, Singapore.  
Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,  
Comdr. W. H. Nicholson, at Tongareva.  
Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p.,  
Lieut. Comdr. T. F. Green, at Singapore.  
Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p.,  
Capt. H. C. Reynolds, at Weihaiwei.  
Plover, gunboat, 453 tons, 6 guns, 1,200 h.p.,  
Lieut. Comdr. Cowper, at Weihaiwei.  
Protector, gunboat, 1,000 tons, Captain W. B.  
Cresswell, C.M.G., at Hongkong.  
Raglan, gunboat, 855 tons, 6 guns, 730 h.p.,  
Lieut. Comdr. Chas. F. Corbett, Kialing.  
Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,  
Lieut. Comdr. Godfrey G. Webster, West  
River.  
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p.,  
Comdr. A. W. Hamilton, at Hongkong.  
Sandpiper, river gunboat, 85 tons, 2 guns, 240  
h.p., Lieut. Comdr. Carr, at Hongkong.  
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,  
Lieut. Comdr. Oldham, at Shanghai.  
Swift, gun-boat, 755 tons, 6 guns, 870 h.p., in  
reserve, at Hongkong.  
Taku, torpedo-boat destroyer, 250 tons, Lieut.  
Comdr. Beatty-Powell, at Hongkong.  
Tamar, receiving ship, 4,600 tons, 6 guns, Com-  
modore Francis Powell, C.B., at Hongkong.  
Terrible, 1st class cruiser, 14,200 tons, 30 guns,  
Capt. Percy M. Scott, C.B., at Weihaiwei.  
Tweed, gunboat, 302 tons, 3 guns, 200 h.p., in  
reserve, at Hongkong.  
Wallaroo, cruiser, 2,460 tons, 8 guns, Capt.  
F. C. M. Noel, at Hongkong.  
Waterlily, surveying ship, 620 tons, 450 h.p.,  
Lieut. Comdr. W. O. Lyne, at Borneo.  
Wiven, coast defence ship, armoured, 2,750 tons,  
4 guns, 1,000 h.p., at Hongkong.  
Whiting, torpedo-boat destroyer, 360 tons, 6 guns,  
5,900 h.p., Lieut. and Comdr. Mackenzie,  
at Shanghai.  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,  
Lieut. Comdr. H. W. E. Watson, at Woonung.  
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,  
Lieut. Comdr. H. E. Hillman, at Hankow.

FOREIGN MEN-OF-WAR ON THE  
CHINA AND JAPAN STATION.

Adamastor, Portuguese cruiser, Capt. Antonio  
J. d'Almeida, at Macao.  
Admiral Korniloff, Russian protected cruiser,  
36 guns, 9,000 h.p., Capt. Jakovlev, at  
Taku.  
Admiral Nakhimoff, Russian cruiser, 9,000,  
Capt. Yevlojovsky, at Tientsin.  
Albany, American cruiser, 3,500 tons, Cape J.  
E. Craig, at Manila.  
Albatross, Russian gunboat, 8 guns, 1,200 h.p.,  
Capt. Eliskiy, at Vladivostok.  
Alouette, French cruiser, 300, Lieut. Aoum  
Belloy, at Nagasaki.  
Amiral Charner, French gunboat, 450 tons,  
Capt. Bache, at Shanghai.  
Asper, Austrian cruiser, Capt. Wm. Weber,  
at Shanghai.  
Aspic, French gunboat, 6 guns, 453 h.p., Capt.  
J. Journet, at Saigon.  
Benington, American gunboat, 6 guns, 3,436  
h.p., Comdr. C. H. Arnold, at Hongkong.  
Bobro, Russian gun-vessel, 13 guns, 1,150 h.p.,  
Capt. Dobrovolsky, at Taku.  
Brandenburg, German battleship, 10,100 tons,  
40 guns, Capt. Rosendahl, at Tientsin.  
Brooklyn, American (flagship) armoured cruiser,  
Captain C. M. Thomas, at Shanghai.  
Bussard, German cruiser, 1,600 tons, 8 guns,  
Comdr. von Bassewitz, at Swatow.

Calabria, Italian cruiser, 16 guns, Capt. Albato,  
at Singapore.  
Callao, American gunboat, 1 gun, 35 h.p., Lieut.  
G. B. Bradshaw, at Manila.  
Castine, American gunboat, 8 guns, 2,199 h.p.,  
Comdr. C. C. Bowman, at Amoy.  
Chassolap Laubet, French cruiser, 3,800 tons,  
Capt. De Epinau St. Luc, at Shanghai.  
Comete, French gunboat, Capt. Louel, at  
Canton.  
Concord, American gunboat, 6 guns, 3,405 h.p.,  
Comdr. H. G. O. Colby, at Amoy.  
Decade, French gunboat, Capt. Leanny, at  
Amoy.  
Delphin, Russian torpedo-boat, 350 tons, Comdr.  
T. Novakovsky, at Hongkong.  
D'Entrecasteaux, French flagship, 14 guns,  
13,500 h.p., Capt. de Manoles, at Nagasaki.  
Descartes, French cruiser, Captain de Sauss, at  
Amoy.  
Dimitri Donskoy, Russian armoured cruiser,  
34 guns, 7,000 h.p., Comdr. Sharen, at  
Taku.  
Don Juan de Austria, American gunboat, Com.  
T. C. McLean, at Manila.  
Eclairer, French gunboat, 8 guns, 2,050 h.p.,  
Capt. Tostier, at Taku.  
Elba, Italian cruiser, 18 guns, Capt. Cecconi, at  
Shanghai.  
Fierissimo, Italian cruiser, Capt. Carlo Negri,  
at Shanghai.  
Frigate, French cruiser, 3,730 tons, Capt. Adam,  
at Shanghai.  
Furst Bismarck, German flagship, Vice-Admiral  
Bendemann, 11,000 tons, 36 guns, Capt.  
Graf Molke, at Taku.  
Gaidamak, Russian torpedo-boat, 18 guns, 3,500  
h.p., Capt. Serbrenniff, at Taku.  
Gedon, German cruiser, 4,100 tons, 10 guns,  
9,000 h.p., Capt. Rollmann, at Swatow.  
Geier, German cruiser, 1,600 tons, 8 guns, Comdr.  
Fetters, at Taku.  
General Alava, American gunboat, Lieut. Comdr.  
C. E. Fox, at Manila.  
Gremitschky, Russian armoured cruiser, 12  
guns, 2,900 h.p., Capt. Miklashevsky, at  
Taku.  
Guichen, French cruiser, 9,500 tons, Captain  
Perem, at Nagasaki.  
Hansa, German cruiser, Rear-Admiral Kirch-  
hoff, 6,900 tons, 30 guns, Capt. Paschen,  
at Sydney.  
Hela, German despatch-vessel, 2,000 tons, 21  
guns, Comdr. Hampel, at Woonung.  
Helen, American gunboat, 8 guns, 1,998 h.p.,  
Comdr. E. K. Moore, at Shanghai.  
Hertha, German cruiser, 6,000 tons, 30 guns,  
Capt. von Uexkull, at Woonung.  
Holland, Dutch cruiser, Capt. S. K. Sybrundt,  
at Swatow.

Itia, German gunboat, 1,000 tons, 10 guns,  
Lieut. Comdr. Steamer, at Hankow.  
Irene, German cruiser, 4,200 tons, 8 guns,  
2,930 h.p., Capt. Stein, at Tientsin.  
Isle de Luzon, American gunboat, Comdr. J. V.  
B. Bleeker, at Hongkong.  
Jaguar, German gunboat, 900 tons, 10 guns,  
Comdr. Kindinger, at Canton.  
Jean Bart, French cruiser, 4,300 tons, 10 guns,  
8,000 h.p., Capt. Anber, at Taku.  
Kaiserin Augusta, German cruiser, 6,331 tons,  
20 guns, 14,000 h.p., Capt. Guillich, Amoy.  
Kaiserin Elisabeth, Austrian cruiser, Capt.  
Mayer v. Ellensau, at Shanghai.  
Kentucky, American battleship, 11,500 tons,  
Capt. Colby M. Chester, at Manila.  
Kersant, French gun-vessel, 13 guns, 2,200  
h.p., Captain de la Motte de Portail, at  
Saigon.  
Kit, Russian torpedo-boat, 350 tons, Comdr.  
Keymark, at Hongkong.  
Koningin Wilhelmina der Nederlanden, Dutch  
cruiser, Captain J. P. von Rossum, at  
Swatow.  
Korevets, Russian cruiser, 9 guns, 2,150 h.p.,  
Capt. Sillmann, at Taku.  
Kurfurst Friedrich Wilhelm, German flagship,  
Rear-Admiral Geiseler, 10,100 tons, 40 guns,  
Capt. von Holzenhoff, at Woonung.  
Lion, French gunboat, 4 guns, 500 h.p., Capt.  
Frost, at Taku.  
Luchs, German gunboat, 850 tons, 10 guns,  
Comdr. Daehnhardt, at Hongkong.  
Mandjour, Russian cruiser, 14 guns, 1,400 h.p.,  
Capt. Kachaloff, at Fouchou.  
Manila, American gunboat, 2 guns, 750 h.p.,  
Comdr. T. H. Stevens, at Manila.  
Marratta, American gunboat, Comdr. E. H.  
Gheen, at Manila.  
Maria Theresa, Austrian cruiser, Capt. V. Bless  
Ritter v. Sambuchi, at Shanghai.  
Mondack, American double-turret monitor,  
6 guns, 3,000 h.p., Capt. O. W. Farenholt,  
at Shanghai.  
Monoway, American gunboat, 6 guns, 850 h.p.,  
Comdr. F. M. Wise, at Taku.  
Monterey, American monitor, Capt. G. W.  
Pigman, at Hongkong.  
Navarin, Russian cruiser, 2 guns, 1,150 h.p.,  
Capt. Yenish, at Taku.  
Newark, American (flagship) cruiser, Capt.  
McCalla, at Hongkong.  
New Orleans, American cruiser, Lieut. Comdr.  
J. T. Smith, at Shanghai.  
Oregon, American battleship, 16 guns, 11,111  
h.p., Capt. F. W. Dickens, at Woonung.  
Otavazny, Russian armoured cruiser, 12 guns,  
2,500 h.p., Comdr. Copranoff, at Shanghai.  
Pascal, French cruiser, 14 guns, 3,500 h.p.,  
Capt. Motet, at Shanghai.  
Petrel, American gunboat, 4 guns, 1,095 h.p.,  
Comdr. C. O. Manly.  
Petrovsk, Russian battleship, 12,000 tons,  
Capt. Grevis, at Taku.  
Piet-Helm, Dutch cruiser, Capt. J. Jansen, at  
Taku.  
Polstava, Russian battleship, 11,000 tons, Capt.  
Orgeroff, at Nagasaki.  
Princeton, American gunboat, 6 guns, 800 h.p.,  
Comdr. Harry Knox, at Shanghai.  
Razbionik, Russian cruiser, Capt. Komaroff, at  
Singapore.  
Russia, Russian cruiser, Capt. Domojoff, 22  
guns, 14,400 h.p., at Taku.  
Rurik, Russian flagship, 49 guns, 13,500 h.p.,  
Comdr. Haupt, at Taku.  
Schwalbe, German cruiser, 1,120 tons, 8 guns,  
Comdr. Boerner, at Shanghai.  
Seeadler, German cruiser, 1,600 tons, 8 guns,  
Comdr. Schack, at Swatow.  
Sevastopol, Russian battleship, 10,900 tons,  
Capt. Mientzky, at Nagasaki.  
Silatch, Russian gunboat, 4 guns, 1,200 h.p.,  
Capt. Baranoff, at Port Arthur.  
Sissoi Veliky, Russian battleship,  
8,500 h.p., Capt. Molle, at Taku.  
Sivout, Russian gunboat, 13 guns, 1,200 h.p.,  
Capt. Soubatin, at Taku.  
Som, Russian torpedo-boat, 400 tons, Comdr.  
Agiers, at Hongkong.  
Stromboli, Italian cruiser, Capt. R. Marselli, at  
Hongkong.  
Styx, French cruiser, 1,300 tons, Capt. Vincent,  
at Hongkong.  
Surprise, French gunboat, 2 guns, 900 h.p.,  
Capt. Morret, at Hankow.  
Tiger, German gunboat, 900 tons, 10 guns,  
Comdr. von Mittelstaedt, at Shanghai.  
Vauhan, French cruiser, 11 guns, 4,560 h.p.,  
Capt. Bonnot, at Kwong-chow-van.  
Vektor Pisani, Italian cruiser, De Felippi v. C.  
Onofrio, at Shanghai.  
Viper, French gunboat, Lieut. Glon del Vil-  
leneuve, at Saigon.  
Visuvio, Italian cruiser, 1,500 tons, 18 guns,  
Capt. Zezi, at Shanghai.  
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